

Chassis developer Roland Waschkau meets the Audi RS Q8 performance in Spain

- With 471 kW (640 PS) and 850 Nm of torque, the RS Q8 performance* is the ideal companion on the winding country roads of Spain and the ParcMotor Castellolí
- The suspension components secure the RS Q8 performance* the title of record holder on the Nordschleife and also ensure first-class driving pleasure off the racetrack
- Chassis developer Roland Waschkau: "The RS Q8 performance* perfectly combines suitability for everyday use and sporty attributes"

Ingolstadt/Sitges, November 4, 2024 – The sun is already hovering over the Mediterranean, the temperature is in double digits, and the conditions are almost ideal. We meet Roland Waschkau, responsible for the chassis development of the RS Q8 performance*, in front of the hotel in Sitges. He points to the most powerful production vehicle with a combustion engine in Audi's history. His enthusiasm for the car is written all over his face. "The RS Q8 performance* combines everyday practicality and sporty attributes like no other vehicle," enthuses the developer. The new performance version of the RS Q8* is the highest configuration level of its model series.

With 471 kW (640 PS), 850 Nm of torque and outstanding chassis components, the SUV is made for the demanding roads around Sitges, and for the equally demanding racetrack, the ParcMotor Circuit in Castellolí. Before the RS Q8 performance* can show off its talents between the colored markings of the motorsport park, Roland Waschkau gets behind the wheel. We leave the hotel parking lot together. The long-standing chassis developer, who, among other things, was responsible for the R8 explains: "Thanks to the adaptive air suspension sport that is supplied as standard, the RS Q8 performance* is, in my opinion, an almost perfect companion, whether on long highway stretches or on the Nordschleife." The car leaves the factory in Bratislava, Slovakia, with air suspension including controlled damping and RS-specific tuning as standard.

Back in Spain: after just under an hour, we reach the country roads in the mountains of Montserrat. Between the impressive rock formations and the bright blue Mediterranean Sea lie challenging passages, short straights and numerous bends. The man at the wheel, who has worked for Audi Sport for 25 years, is in his element. "The eAWS (electromechanical active roll stabilization) really comes into its own on the winding country roads. In combination with the all-wheel steering, it noticeably reduces the turning circle," says Waschkau.

The specified equipment, data and prices refer to the model range offered in Germany. Errors and omissions excepted.

**The combined fuel consumption and emission figures for all models mentioned and available on the German market can be found in the list at the end of this text.*

The optional electromechanical roll stabilization (eAWS) significantly minimizes lateral movements in the body. Both axles are connected between the two halves of the stabilizer by a compact electric motor. When the RS Q8 performance* is driving straight forwards, the two halves are decoupled, resulting in terrific ride quality on the Spanish highways. When the vehicle enters tight bends, the electric motors twist the stabilizers against each other, which noticeably reduces lateral inclination. Waschkau explains: "Depending on the driving mode, the ride is either comfortable or very sporty with virtually no body roll." The drive energy for the eAWS comes from a 48 V lithium-ion battery. The compact and lightweight energy storage unit, which can absorb and release high currents very quickly, supplies the two electric motors with a maximum output of 1.5 kW each.

After an extensive test drive through the mountains of Montserrat, we head for the ParcMotor Circuit in Castellolí, around 30 minutes away. With its challenging bends, two long straights, nine percent incline, eight percent decline and 4.1 kilometers in length, the racetrack is the ideal test terrain for the RS Q8 performance*. Spain's only racetrack in the shape of a figure eight, with seven right-hand bends and four left-hand bends, is a technically demanding course. Waschkau knows this, sets up the car accordingly, and leaves the pit lane. The RS Q8 performance* accelerates to 100 km/h in just 3.6 seconds, although the maximum speed of 305 km/h is not permitted on the circuit near Barcelona. After an introductory lap, the experienced developer and racing driver pulls out all the stops with the most powerful production V8 combustion-engine vehicle bearing the four rings. "The superior performance of this vehicle concept is not only evident on the ParcMotor Castellolí," he says. "The lap record on the Nürburgring-Nordschleife of 7:36.698 minutes speaks for itself."

It is not only the high-displacement engine that is responsible for this record time, but also the standard RS ceramic brake system and the all-wheel steering with high-torque electric spindle drive. The aforementioned electromechanical active roll stabilization and the quattro sport differential for further enhanced driving dynamics are available to customers as an option. "The quattro drive ensures the ideal distribution of drive torque between the front and rear axles. Thanks to eAWS and the sport differential, the RS Q8 performance* is extremely agile and neutral through a wide range of cornering radii here on the racetrack," explains Waschkau. When changing lanes at high speed, the rear wheels turn up to 1.5 degrees in the same direction as the front wheels. Meanwhile, at low speeds, the rear wheels turn up to five degrees in the opposite direction to the front wheels. This reduces the turning circle accordingly.

The power of the twin-charged eight-cylinder engine enables outstanding driving dynamics, regardless of the surroundings. Waschkau summarizes: "On the ParcMotor Castellolí as well as in the mountains, you notice the finely tuned interplay between the drive, chassis components and all-wheel steering. As I mentioned this morning, the RS Q8 performance* is an almost perfect compromise between everyday usability and extremely sporty attributes, and it also sets the bar very high in terms of sound. The newly developed and weight-reduced exhaust system not only enables the higher performance of the RS Q8 performance* thanks to back pressure reduction, but also ensures an even sportier and more emotional sound.

The RS sports exhaust system, available as an option, provides a further enhanced sound experience and stands out visually with its shiny black tailpipes."

Roland Waschaku, visibly satisfied with the work of the entire team, parks the RS Q8 performance* in the pit lane of ParcMotor Castellolí and leaves the track. He has to get back to Neckarsulm. The next project is waiting. Meanwhile, the exhaust crackles and pops - a sign of a job well done.

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Consumption and emission values of the models mentioned

Audi RS Q8 SUV performance

Combined fuel consumption in l/100 km: 13.6-13.1 ((17.7-18.0 US mpg);
combined CO2 emissions in g/km: 310-297 (474.8-478.0 g/mi) CO2-class: G